



Shore Ties

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From the Cabin

Greetings from HARRIET LANE! I hope all our families and friends are well and enjoyed a wonderful Holiday Season. Our patrol started out on a very cold day last month (20 degrees) when we left Portsmouth, but we've managed to find a warmer tropical climate to recover from that cold beginning. We're happy to welcome quite a few new shipmates and families over the past few months as well as hosting 7 personnel who are temporarily assigned to assist with our current patrol.

Although we don't have a dedicated Aviation Detachment as we had during our last patrol, we coordinated with Air Station Borinquen early in the patrol to complete over 60 flight deck training evolutions with an HH-65 Dolphin Helicopter, HH-6524, to recertify and train the crew in various flight deck positions. In addition, we've had a busy training and exercise schedule during the first few weeks of our patrol to ensure we're mission ready for whatever comes our way.

We were able to visit the beautiful island of Martinique during a two day port call for crew rest and logistics. This provided a unique opportunity to experience French culture, cuisine and language right here in the Caribbean Sea. Only 2 crewmembers had visited the island previously, so it was a new and welcomed experience for the crew. Many of the crew spent a good portion of their liberty time participating in a Community Relations project organized by our Public Affairs Officer, LTJG Himsey. A total number of thirteen crew-

members assisted an elderly, infirm, couple paint several large rooms in their home. They were very appreciative! A special thanks to HS1 Brian Richardson, EM1 Brad Van Horn, EM1 Jack Dos Santos, ET1 Thomas Monica, IT2 Matthew Gasior, FS2 Cleveland Knowles, BM3 Carleton Johnson, SNFS Nicholas Wernicke, SN Daniel Coley, FN Ryan Swaoger, SN David Leon, FA Jose Tamayo, and LTJG Jason Himsey for giving back to the community at large.

You can be very proud of your HARRIET LANE crewmembers and the accomplishments and contributions they make each and every day, both on and off duty.

We're all very much looking forward to reuniting with our families and friends following our patrol. Thank you so much for your support – we couldn't do our jobs without it!

J.W. McKinley
Commanding Officer
USCGC HARRIET LANE



Message from the Command Chief

The Chief's Mess has welcomed two new shipmates this patrol. Congratulations to GMC Wilberto Ramos on his recent advancement to Chief Petty Officer! Chief Ramos brings to the Mess 18 years of combined Navy and Coast Guard experience. Previous assignments include the USS Saratoga, MARSEC Guam, CGC CAMPBELL, and the PAC AREA Armory in Honolulu, HI. Chief Ramos' family includes his wife Frances, and children Devin, Emilia, and Felicity. GMC will depart HARRIET LANE this summer to assume responsibility for base security at Training Center Petaluma.

BMC Edward Ryan, formerly of CGC DEPENDABLE and currently assigned to Sector Delaware Bay Ready for Ops team, volunteered to fill a critical vacancy for this two-month patrol. He has brought valuable experience and insight to the Chief's Mess as well as to his new shipmates. The HARLAN crew sincerely appreciates the time BMC Ryan has taken away from his wife Dianne and son Kevin to sail with us.

Congratulations to HS1 Brian Richardson on his selection as HARRIET LANE's Enlisted Person of the Year. This prestigious recognition is given each year to the crew member who best exemplifies the Coast Guard's core values of Honor,

Respect, and Devotion to Duty. Petty Officer Richardson's pride, professionalism, and dedication have had a positive impact on each and every HARRIET LANE crewmember. HS1 has been awarded the Coast Guard Achievement Medal and his name will be engraved upon the Enlisted Person of the Year plaque.

Finally, we would like to thank FN Ryan Swaeger and FN Charles Lewis for their assistance in the Chief's Mess. Shipmates, we appreciate all of your hard work! !

FSC Kipp Rice
 Command Enlisted Advisor
 Food Services Officer
 USCGC HARRIET LANE

Members of the Chief's Mess

BMC Brian Kritz MKC David Noel
 EMC George Rutledge MKC Thomas Daniels
 OSC Jeremy Gaylord OSC Joshua Tidey
 ETC Patrick Petty GMC Wilberto Ramos
 BMC Edward Ryan



GM1 Ramos becoming a GMC Ramos



GMC Ramos with the Chief's Mess

Department in the Spotlight



Supply Department

Top left to right: SK1 Gobbell, SK3 Fauntleroy, SK2 Speaks, HS1 Richardson, SNFS Wernicke, FS3 Ryan, FS2 Dietzman, and FS2 Knowles

Bottom left to right: SK2 Redmon, FS1 Brown, FSC Rice, CWO2 Parker, and YN1 Pearis

This volume we are focusing on the Support Department in our “Department in the Spotlight” segment. The Support Department is responsible for the care, supply, pay, and feeding of the crew.

On the HARRIET LANE the Support Department is led by the Supply Officer, CWO2 Michael Parker. The Support Department is then broken up into four division: Administration, led by YN1 Pearis; Galley, led by FSC Rice; Sick Bay, led by HS1 Richardson; and Supply, led by SK1 Elliott.

The Administration division is responsible for all of the pay and personnel issues on board, including: making travel arrangements, travel clearances for everyone TAD or PCSing to another duty station, and administration and personnel record documentation. The Administration division also works to make sure that all of our shipmates get

proper and timely recognition as well as compiling the Sailing Lists. The Administration division is led by YN1 Alyn Pearis, and he will soon be joined by a YN3.

The Galley Division is responsible for feeding all of the crew as well as managing all of our provisions. The Galley Division is also responsible for filling the ship’s stores while we are in port. The current team is expertly managed by FSC Kipp Rice (who also happens to be the Command Chief), and is assisted by FS1 Keith Brown, FS2 Michael Dietzman, FS2 Cleveland Knowles, FS3 Andrew Masi and SNFS Nicholas Wernicke.

Sick Bay is responsible for health and safety throughout the ship, as well as coordinating health care with ISC Portsmouth when the HARRIET LANE is in home port. Sick Bay is expertly run by the Cutter’s Enlisted Person of the Year, HS1 Brian Richardson.

The Supply Division is responsible for all of the finance and logistics aboard the HARRIET LANE. As part of their daily duties they take care of procurement, property management, shipping and receiving, and carry out all of the ship’s accounting. They also happen to be the one’s who got us the flat screen TVs. Supply is usually led by SK1 Troy Elliot, but during his absence SK1 Garth Gobbell, who is TAD from Air Station Elizabeth City, has been covering SK1 Elliot’s duties. He is assisted by SK2 Matthew Redmon, SK2 Kevin Speaks, and SK3 Jarrid Fauntleroy.

All together the Support Department is a crucial part of the crew that ensures that HARRIET LANE is capable of carrying out her mission. They’re the ones who are constantly working long hours to cook our food, cut our paychecks, keep us healthy, and ensure that we have everything we need onboard. ∞

Atlantic Area Cutter Gunnery Award

HARRIET LANE is the proud recipient of the 2008 Atlantic Area Cutter Gunnery Award. The Gunnery Award is based upon the original Gunnery Award trophy awarded to cutters during the early 1900's. The original Gunnery Award trophy resides at the Weapons School in Yorktown, VA, and the



Artist Depiction of Gunnery Award

winners are represented by a plaque. This plaque is located above the original trophy commemorating the induction of this award back into the Coast Guard.

All cutters equipped with the MK 92 Fire Control System and MK75 76mm Gun are eligible for the award. The award is not a qualification award or awarded for mere excellence – it is awarded to the BEST ordnance programs aboard cutters respectfully for each Area. The award recognizes sustained superior performance demanded through day-today demonstration of all aspects of gunnery and ordnance capabilities.

The Gunnery Award is based on a cutter's

performance of duties for the period covering October thru September in the given year. The cutter is evaluated on the following criteria:

- (1) The results from the cutter's last CART, TSTA/TACT, and OTI for all aspects of ordnance within the last 18 months.
- (2) The NCEA expenditure of ammunition for like mounts, e.g. 270's and 378's both have 76mm and .50 cal ammunition, for the current period.
- (3) All Coast Guard Class A and B ordnance mishaps for the current period.
- (4) All Coast Guard Missing, Lost, or Stolen, report for ordnance accountability for the current period.
- (5) All must have been in commission for 50 percent or more of the period under consideration.

Keeping in mind the criteria above, HARRIET LANE successfully competed against all Atlantic Area cutters, which speaks to our ability to achieve "The Desired Effect."

Following is a copy of the notification we received citing the award:

R 061317Z FEB 09 ZUI ASN-
A02037000002

FM COMLANTAREA COGARD PORTSMOUTH
VA//A// TO AIG 11965 COGARD TRACEN
YORKTOWN VA//TEW// INFO COMDT CO-
GARD WASHINGTON DC//CG-7D/CG-751//
COMPACAREA COGARD ALAMEDA CA//P/
PXR// BT UNCLAS //N01650//

SUBJ: 2008 LANTAREA CUTTER GUNNERY
AWARD A. ORDNANCE MANUAL, COMDTINST
M8000.2D B. COMDT COGARD WASHINGTON
DC 292014Z OCT 98 1. SHIPMATES, AF-
TER CLOSE COMPETITION BETWEEN THE
15 ELIGIBLE CUTTERS IN LANTAREA, I
AM VERY PLEASED TO ANNOUNCE CGC
HARRIET LANE AS THE WINNER OF THE
2008 GUNNERY AWARD FOR ATLANTIC

Gunnery Award (cont.)



This is HARRIET LANE's MK75 76mm Gun—AKA "Matilda"

AREA. CGC HARRIET LANE'S NAME WILL BE ENGRAVED ON A PLAQUE THAT HANGS ABOVE THE ORIGINAL TROPHY, WHICH IS CONSIDERED A HISTORICAL USCG ARTIFACT, RESIDING AT THE WEAPONS SCHOOL AT TRACEN YORKTOWN. AN ENGRAVED REPLICA PLAQUE WILL BE PRESENTED TO CGC HARRIET LANE.

2. REFS A AND B RE-ESTABLISHED THE "GUNNERY AWARD."

THIS AWARD IS PRESENTED ANNUALLY TO RECOGNIZE ONE CUTTER FROM EACH AREA THAT DEMONSTRATES THE SKILLS NECESSARY TO RUN A PROFICIENT GUNNERY DEPARTMENT. THIS AWARD WAS FIRST PRESENTED TO THE CGC SNOHOMISH IN 1927. CUTTERS MUST BE EQUIPPED WITH A MK 92 FCS/MK 75 GWS TO BE ELIGIBLE FOR THIS AWARD. IN 1999, CGC MOHAWK WAS FIRST TO BE PRESENTED THIS AWARD SINCE CGC CAMPBELL IN 1940. PREVIOUS WINNERS INCLUDE CGC FORWARD IN 2000, CGC LEGARE IN 2001, CGC SENECA IN 2002, CGC LEGARE IN 2003, CGC ESCANABA IN 2004, 2005 AND 2007 AND CGC CAMPBELL IN

2006.

3. WELL DONE AND BRAVO ZULU TO THE OFFICERS AND CREW OF THE CUTTER HARRIET LANE!

4. REQUEST WIDEST DISSEMINATION, INTERNET RELEASE IS AUTHORIZED.

5. VADM R.J. PAPP, JR., COMMANDER, COAST GUARD ATLANTIC AREA SENDS.

BT

NNNN ∞



"Matilda" on the main deck with the MK92 FCS on the Bridge

HARRIET LANE's Enlisted Person of the Year

HARRIET LANE takes great pride in announcing this year's HARRIET LANE Enlisted Person of the Year (EPOY). The EPOY Program was designed to recognize only those enlisted personnel who: demonstrate exceptional performance in the areas of leadership, Coast Guard rating skills,



HS1 Richardson and the Skipper.

personal and work ethics, Coast Guard knowledge, performance or support of Coast Guard missions, exemplify Coast Guard Core Values, demonstrate leadership and teamwork, and other contributions and achievements. All nominees are role models whom all Coast Guard personnel strive to emulate.

Following is a copy of HS1 Richardson's Coast Guard Achievement Medal Citation:

"First Class Petty Officer RICHARDSON is cited for superior performance of duty while assigned on board USCGC HARRIET LANE (WMEC 903) from January 2008 to December 2008. Petty Officer RICHARDSON has proven to be an outstanding Independent Duty Health Services Technician. His track record of performance is exemplary and is illustrative of the pride he takes in his responsibilities. Following the completion of the Tailored An-

nual Cutter Training availability, 21 required medical drills were completed with a final average score of 97%. His efforts as the Medical Training Team leader contributed significantly to the cutter earning the Operational Readiness Award and Battle "E" ribbon. In October 2008, the Health Services Quality Improvement Survey was completed with only a minimal number of discrepancies noted. His consistently superior performance led the inspector to classify his work as the example for the fleet. Petty Officer RICHARDSON provided outstanding medical care to shipmates and is highly regarded for his professional competence. In April 2008, Petty Officer RICHARDSON provided routine and emergency care for 247 interdicted Haitian migrants. He personally conducted a medical screening for all migrants upon embarkation and followed-up on several migrants with irregular symptoms. This same high standard was repeated during a follow-on patrol where he treated nearly 50 migrants and suspected smugglers. Petty Officer RICHARDSON's approach to assigned responsibilities is equally matched by a deep sense of loyalty to shipmates, the cutter, and the Coast Guard. He is widely recognized as an excellent sounding board for crewmembers to share personal and professional problems. Finally, Petty Officer RICHARDSON is active in the community and willingly volunteered time at local day care facilities and schools. First Class Petty Officer RICHARDSON's diligence, perseverance, and devotion to duty are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard.

The Operational Distinguishing Device is authorized"

On behalf of the entire crew, congratulations HS1 on this wonderful achievement. ∞

Burial at Sea

The tradition of burial at sea is an ancient one dating back to practices as long as people have ventured to the seas. In earlier times, the body was sewn into a weighted shroud, usually made of sailcloth and then sent over the side. Each of these ceremonies is usually accompanied by an appropriate religious ceremony. Many burials at sea took place as recently as World War II when naval forces operated at sea for weeks or months at a time. Since World War II many service members, veterans, and family members have elected to be buried at sea. Often times, couples are interred at the same time.

HARRIET LANE has had the honor and privilege of facilitating final honors for several comrades who have since passed on. Specifically, this patrol we committed four to the deep and earlier this year we committed four more to the deep. The



Burial at Sea Coordinator, ENS Daniel Hilburn had this to say, "It has been a tremendous honor and privilege for HARRIET LANE to be afforded the opportunity to perform the time honored tradition



CO and XO presiding over the committal services.

of burial at sea. Knowing that our crew was hand picked over all other District 5 cutters to commit eight veterans to the deep really says a lot about the professionalism and reputation of the crew of HARRIET LANE."

The eight shipmates we have committed to



Burial at Sea (cont.)



the sea were brought to us as cremated remains, or cremains. In each case, the urns were opened and the remains scattered at the time of committal. The urn was placed on a table during the reading of the service. Then a folded flag was set on the table beside the cremains. The cremains were then ceremoniously passed to a commensurate crewmember for final committal—honoring the person's rate or rank of service.

Several enlisted members were detailed to be flag bearers and urn bearers. Immediately prior to scattering the cremains, the cutter's flag was lowered to half-mast, Taps was sounded, and all on deck rendered appropriate military honors.

According to many sources, burial at sea services are available at many different locations and with many different customs, either by ship or by aircraft. Usually, either the Captain or Commanding Officer of the ship or aircraft or a representative of the religion performs the ceremony. Legally, a Captain can bury remains at sea, provided that environmental regulations are satisfied. In the United States, ashes have to be scattered at least 3 miles (4.8 km) from shore, and bodies may be committed to the sea if the location is at least 600 feet (200 m) deep. ∞



Burial at Sea



African American History Month

Pea Island Life-Saving Station

February is African-American History Month. In keeping with our Core Values of Honor, Respect, and Devotion to Duty, the crew of the HARRIET LANE participated in several events celebrating and honoring diversity. Specifically, one evening, the crew viewed and discussed several movie clips about the Pea Island Life-Saving Service Station. Between 1880 and 1947 all Pea Island crews were black. They comprised the only all-black crews in the history of the Life Saving Service or its successor, the U.S. Coast Guard; saving more than 600 lives.

The original site of the Pea Island Station was acquired by deed dated 25 July 1878 under provisions of the Act of Congress, approved 3 March 1875 and covered a tract of land containing 3 acres. In 1896, by deed of 7 December that year, a new site was acquired and the old site was "abandoned and reverted to the grantors." On 25 September 1908, additional land and right of way adjoining the station property was acquired from E. M. Midgett, et. al.

Captain Richard Etheridge became the first African-American to command a Life-Saving station when the Service appointed him as the keeper of the

Pea Island Life-Saving Station in North Carolina in 1880. The Revenue Cutter Service officer who recommended his appointment, First Lieutenant Charles F. Shoemaker, noted that Etheridge was "one of the best surfmen on this part of the coast of North Carolina." Soon after Etheridge's appoint-



Photograph of Richard Etheridge and the Pea Island Life-Saving crew in front of their station, circa 1890. Etheridge is on the far left.

ment, the station burned down. Determined to execute his duties with expert commitment, Etheridge supervised the construction of a new station on the original site. He also developed rigorous lifesaving drills that enabled his crew to tackle all lifesaving tasks. His station earned the reputation of "one of the tautest on the Carolina Coast," with its keeper well-known as one of the most courageous and ingenious lifesavers in the Service.

On 11 October 1896, Etheridge's rigorous

Pea Island Life-Saving Station (cont.)



The Pea Island Station as it appeared in circa 1942.

training drills proved to be invaluable. The three-masted schooner, the E.S. Newman, was caught in a terrifying storm. En route from Providence, Rhode Island to Norfolk, Virginia, the vessel was blown 100 miles south off course and came ashore on the beach two miles south of the Pea Island station. The storm was so severe that Etheridge had suspended normal beach patrols that day. But the alert eyes of surfman Theodore Meekins saw the first distress flare and he immediately notified Etheridge.

Etheridge gathered his crew and launched the surfboat. Battling the strong tide and sweeping currents, the dedicated lifesavers struggled to make their way to a point opposite the schooner, only to find there was no dry land. The daring, quick-witted Etheridge tied two of his strongest surfmen together and connected them to shore by a long line.

They fought their way through the roaring breakers and finally reached the schooner. The seemingly inexhaustible Pea Island crewmembers

journeyed through the perilous waters ten times and rescued the entire crew of the E.S. Newman. For this rescue the crew, including Etheridge, were recently awarded the Gold Lifesaving Medal by the Coast Guard. The station was "disestablished" on 18 March 1947.

Following is a roster of several of the Station's Keepers:

- Richard Etheridge was appointed on 24 January 1880 and died while in service on 8 May 1900.
- Benjamin J. Bowser was appointed on 11 June 1900 and died while in service on 2 September 1900.
- Lewis S. Wescott was appointed on 27 September 1900 and served until 1916.
- William H. Irving began service on 28 August 1916 and served until he retired in 1922.
- George Edwar Pruden served from 1922 until 1 July 1936.
- Chief Boatswain's Mate Maxie Berry, Sr., USCG, was the Officer in Charge of the historic Pea Island Station during the World War II years (took over in 1936). BMC Berry was one of 22 members of his family that have served their country in the U.S. Life-Saving Service and U.S. Coast Guard. Berry's father, Joseph H. Berry, joined the Life-Saving Service in 1897.
- Chief Boatswain's Mate (a) Lonnie C. Gray served as the acting "commanding officer" at least as of 8 December 1943.

Sources:

Doug Stover. Pea Island Life-Saving Sta-

Pea Island Life-Saving Station (cont.)



The Pea Island Station as it appeared in circa 1942.

tion Rodanthe, North Carolina Coast Guard Station #177 Historic Resource Study. National Park Service (Cape Hatteras National Seashore), 2008.

Wright, David & David Zoby. *Fire on the Beach: The Lost Story of Richard Etheridge and the Pea Island Lifesavers*. New York: Scribner, 2000.

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Below is a story by Robert A. Hamilton reprinted with permission.

A Century-Old Coast Guard Rescue Continues to Touch Lives

"They were driven by a force more powerful than any of us can realize-it was the force of God's love for people, no matter what the color of their skin."-Coast Guard Cmdr. Stephen W. Rochon.

New London, CT - Coast Guard Cmdr.

Stephen W. Rochon didn't like history. Fairfield Fire Chief Daniel Gardiner didn't know his family history. But a dramatic rescue of a white sea captain's family by an all-black Coast Guard crew off the North Carolina coast more than a century ago brought them together.

Gardiner's uncle and grandparents were among nine people pulled from the wreck of the sailing ship E.S. Newman by the men of Pea Island rescue station in 1896, a rescue he learned of only after Rochon tracked him down during his research of the history of blacks in the Coast Guard.

"They were driven by a force more powerful than any of us can realize-it was the force of God's love for people, no matter what the color of their skin," Rochon told a luncheon crowd at the

Pea Island Life-Saving Station (cont.)

U.S. Coast Guard Academy Officer's Club, "Wouldn't it be great if the bond they shared at that moment, and the bonds their descendants have today, could be felt by everyone?"

Gardiner said he was amazed to learn that station keeper Capt. Richard Etheridge made his men train 10 hours a day, seven days a week. They would unhitch their mules and pull the boat wagon through the soft sand and swim miles through the cold waves.

"These people felt that because they faced such (prejudice), they'd better be sure they knew what they were doing... and because they did, I'm standing here today," Gardiner said. "I owe everything to the Pea Island sailors."

And in part because of Rochon's 69-page recommendation to the Coast Guard Medals and Awards panel, the seven men of the Pea Island crew

were recognized with a long overdue Gold Lifesaving Medal in 1995.

During a March 1996, ceremony commemorating the rescue at the Navy Memorial in Washington, DC, Rochon was pulled aside by William Bowser, an octogenarian who worked at the Pea Island station in the early part of the century and a cousin of Benjamin Bowser, one of the crew that rescued the people aboard the Newman.

He told Rochon that he almost didn't come because he was afraid the National Anthem would be played and he would cry out of anger over how he was treated as a black man during his years in the Coast Guard.

"I will still cry when I hear the National Anthem," Bowser told Rochon. "But now I will cry out of joy because this day has erased 50 years of bitterness from my heart."



Pea Island Life-Saving Station (cont.)

Etheridge, a former slave, was appointed keeper of Pea Island station in 1880 after a career in the Army and as a fisherman on the Outer Banks. The white members of his crew left their post rather than serve under a black man, and the Coast Guard appointed blacks to work with him. Pea Island would remain an all-black station until 1947.

On Oct. 11, 1896, the three-masted schooner E.S. Newman was on its way from Providence to Norfolk, VA, when it ran into a hurricane that ripped off its sails and tossed it almost 100 miles before it slammed into a shoal about two miles north of Pea Island. Despite the driving rain and near zero visibility, one of the Pea Island crew spotted a flare, and Etheridge led his men out into the storm.

Repeated attempts to fire a line over to the foundering vessel failed, so Etheridge took two of his men in the water with a rope, and they swam out to the wreck. Over the next six hours, Etheridge's crew brought the nine people on board to shore, one at a time.

Rochon said he was amazed to learn that the rescuers were never recognized. "Other less daring rescues by non-blacks were rewarded with gold and silver medals," Rochon said. One rescue station crew of that era won a lifesaving medal for a failed rescue in gale force winds, which are not as intense as a hurricane. Another was awarded a medal for retrieving the body of a drowned boy. "Based on this information, we decided to go for the gold."

In concert with a North Carolina schoolgirl who was working on the rescue as part of a school project, and two graduate students working on a history of the station, he convinced the medals committee that the Pea Island crew deserved the honor.

But Rochon's work was still not done. On Sept. 12, 1996, the phone rang in Gardiner's office, and the caller asked him if he was the great-grandson of Sylvester R. Gardiner. No, Gardiner said, he was

not - he was the grandson. The men in Gardiner's family had children well into their late 40s, so even though almost a century had passed, he was only the third generation.

Gardiner said he was completely unprepared for the story Rochon began to tell him. He knew his grandfather had been a ship captain, but he knew only of the Shenandoah, a large wooden sailing ship that he acquired after the E.S. Newman went down. He said even today he has no idea why his father or other members of the Gardiner family never recounted the tale. Perhaps, he said, they were too traumatized by the events of that night.

Rochon, who has been selected for promotion to captain, continues to work on a book about that night off Pea Island, and how the rescue continues to touch lives even today. He types long into the night after his duties as executive officer of the main Baltimore office are done.

"There's a message for everyone, regardless of race or ethnicity," Rochon said. "Pea Island belongs to all of us."

Story courtesy of the New London, CT

Day Newspaper. ∞

Community Relations

Again on this patrol, the crew of HARRIET LANE sought to contribute to the community on the occasion of our port visit to Port de France, Martinique.

The crew of HARRIET LANE had the opportunity to paint several rooms and outer walls of two large apartment homes. One home belonged to an elderly couple who were restricted to the home due to medical conditions. The second home belonged to the daughter of the elderly couple, who is a single mother raising four children and tending to her parents.

The project was documented by the France Antilles Journal , a local newspaper; and was coordinated with Mr. Henry Ritchie, the Consular Agent for the United States in Martinique. Here is the link

to the article, which appeared in Martinique and France: <http://www.martinique.franceantilles.fr/imprimer.php> 2/6/2009.

Many thanks to the following personnel who volunteered their time during the COMREL project: HS1 Brian Richardson, EM1 Brad Van Horn, EM1 Jack Dos Santos, ET1 Thomas Monica, IT2 Matthew Gasior, FS2 Cleveland Knowles, BM3 Carleton Johnson, SNFS Nicholas Wernicke, SN Daniel Coley, FN Ryan Swaoger, SN David Leon, FA Jose Tamayo, and LTJG Jason Himsey.

The crew of the HARRIET LANE continually seeks new ways to serve both the local community and communities abroad. If you have any ideas or suggestions regarding community relations projects, please contact the PAO, LTJG Jason M. Himsey, at Jason.M.Himsey@uscg.mil. ∞



The Crew with the Mr. Henry Ritchie, Consular Agent for the United States in Martinique.

Community Relations (cont.)



When did FN Swaoger grow a third arm.



Doc was NOT the innocent bystander in this end-game.



EM1 Van Horn thinks he is in charge.



EM1 Dos Santos wondering where the yellow paint is.

Community Relations (cont.)



SN Leon and SN Coley having a good time painting rather than chipping.



Teamwork in action.



FS2 Knowles and EM1 Van Horn working together.

Advancements, Awards, and Promotions



GM1 Ramos Advancement to Chief—GMC!!!



SN Lafata Awarded Sea Service Ribbon



HS1 Richardson Awarded Coast Guard Achievement Medal



BM1 Pogue Awarded Permanent Cutterman's Pin

Advancements, Awards, and Promotions (cont.)



MK2 Butterfield, MKC Noel, and BM3 Johnson
Awarded Good Conduct Awards



EM2 Pennington Awarded a "Desired Effect"
Command Coin for outstanding performance



SN Cusworth Awarded First Good Conduct Medal



MK3 Butterfield Advancement to MK2

Patrol Pictures



Nuff said!!!!



Martinique Port Entrance.



"Hummm...so what am I supposed to be doing?"

Pulling Into Martinique



The first sight of land!!!!



We didn't know what awaited us at the end of this rainbow.!



The Martinique Navy and Coast Guard moored at Fort Saint Louis XVII.



So that's what a Cardinal Buoy looks like!!!
Now I get it.

Ship-Helicopter Operations



HH-6524 from CG AIRSTA Borinquen.



HH-6524 from CG AIRSTA Borinquen.



Conducting a Helicopter In-Flight Refueling evolution (HIFR).



Returning from a Vertical Replenishment evolution (VERTREP).

Skeet Shoot



ET2 Mosquera showing the crew how it's done.



MK1 Roach enjoying the relaxation.



"So, which way do I point this thing?"



Alright now, Guns. Load 'em up!

Pyrotechnics Training



Flight Deck Golf



LT Gans receiving instruction from the self-acclaimed golf All-Star FS1 Brown.



The crew gearing up to hit the Link.



LTJG Himsey promises to hit the ball this time.....he swears!



LTJG Lott...a force to be reckoned with!! Look at that form.



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Website: www.uscg.mil/lantarea/cgcHarrietLane/

“The Desired Effect”

USCGC HARRIET LANE is a multi-mission Coast Guard cutter, responsible for a variety of Coast Guard missions including Search and Rescue, Enforcement of Laws and Treaties, Maritime Defense, and Protection of the Marine Environment. The versatility of the Famous class cutter makes it a very cost effective platform in carrying out national objectives.

HARRIET LANE's modern command, control, and communications capabilities, including satellite communications, make the cutter an important asset for long range offshore missions. HARRIET LANE can effectively coordinate the efforts of multiple ships and aircraft while conducting missions over large areas of ocean.

Qualifications

Basic Damage Control PQS

ET3 James Smith

SN Kyle Abood

Advanced Damage Control PQS

LTJG Jason Himsey

SN Zoltan Peter

Landing Signals Officer

ENS Daniel Hilburn

MK2 Dakota Goff

Deck Watch Officer Exam

BM2 Dennis Heard

Boarding Team Member

ENS Daniel Hilburn

Helm / Lookout

SN Richard Byars

SN Craig Davis

SN Robert Sigmon

Auxiliary Watchstander

DC1 James Birdwell

MK3 Ryan Apple

FN Christopher Johnson

FN Jose Tamayo

Flight Deck On Scene Leader

ENS Caleb McWaters

CIC Watch Supervisor

OS2 Ryan Ketchum

CIC Watch Stander

ET3 James Smith

Enlisted Professional Military

Education E4

FN Brian Hence

Enlisted Professional Military

Education E6

MK2 Charles Brooks

MK2 Dakota Goff

ET2 Calen Isbell

EM2 Josiah Pennington